

Today's Advertisements.

FOR SALE.

THE FINE "SCREW STEEL STEAMER" "SULTAN."

2,135 tons gross, 1,350-32 tons Register (builders' measurement); built in 1893 by Messrs. WOOD, SKINNER & CO., Newcastle, England. The steel used in construction was tested by Lloyd's, and all requirements of that institution at the date of launching were complied with.

The Engines were built by THE NORTH EASTERN MARINE ENGINEERING CO. (LTD.), Wallsend, and are triple expansion. Diameter cylinders 30 in., 34 in. and 56 in., the length of stroke 39 in., the Nominal Horse Power 200. There are two steel boilers carrying 150 lbs. pressure, each boiler having 3 furnaces.

The vessel has a cellular double bottom for water ballast, all fore-and-aft, and is equipped with all the most modern improvement, including combined steam and hand steering apparatus, anti-tilt, and screw gear, all direct steam windlass, &c.

The principal dimensions of the vessel are as follows:—

Length 275 ft., beam 37 ft. 6 in., depth (moulded) 20 ft. 8 in. The cubic capacity of hold is 149,250 ft. (equivalent to 3,553 tons at 42 cubic feet to the ton). The vessel's consumption of coal is 18 tons per 24 hours, with a speed of 10 knots. Her bunker capacity is 335 tons and water ballast 460 tons.

Her draught, light, is 7 ft. 10 in., and loaded 21 ft., with 3,500 tons on board.

The vessel has been put in a complete state of repair under the supervision of the Bureau Veritas representative, who has recommended the vessel for a class in the First Division 3/3 L.

For further particulars apply to—

W. H. FORBES,

Secretary.

TAKU TUG and LIGHTER CO., LTD.

Calendar, Tientsin.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEY, COCHIN, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for SAVANNA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"VERONA."

Captain S. Barnham, carrying Her Majesty's Mail, will be despatched from this for BOMBAY AND STRAITS, &c., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 25th June, 1898.

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Intimations.

DAKIN, CRICKSHANK & COMPANY,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 25th March, 1897.

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NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters to the Editor must be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the contents of the Hongkong Telegraph will always be open to the full discussion by correspondence of all questions affecting public interests, it must be distinctly understood that the Editor does not assume any way to be bound by the opinions expressed.

TO ADVERTISERS.

Advertisers are requested to forward all orders intended for insertion in this paper not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be obtained on application.

The Hongkong Telegraph is published at the Telephone Centre, Exchange & No. 1, Telephone address—Telegraph, 1, Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

Intimation.



A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898.

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BIRTH.

At Elliot's Crescent, Robinson Road, Hongkong, on the 25th June, the wife of C. H. ROGERS, of a daughter.

DEATH.

RO. CH. At the Government Civil Hospital, on the 25th June, JOHN CARL LUDWIG ROUCH, formerly of the Hongkong Police, and a resident of 24 years standing. German papers please copy.

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The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 25, 1898.

UNPROTECTED COALING STATIONS.

Much has been said and written of late, and questions have been asked in the House of Commons as to the fortifying of our coaling stations. As we have frequently pointed out, our present dominant position in the Far East lies mainly in the fact that we have coaling stations dotted about here and there, at which our ships can always obtain a supply of that fuel, which has grown to be to the modern battleship what wood was to the old three-decker. So long as we have large supplies of coal at our different Eastern stations, and these supplies are well protected, we stand a fair chance of successfully meeting the attack of any foreign Power, for our coal, being distributed over the whole of the Far East, gives our ships a wider range of operations than those of any Power whose coaling stations are confined to one particular region.

Take for instance Russia. Her coal is all stored at Vladivostok and at Port Arthur, and she has no coaling station further south. Hence, in the event of war between England and Russia, the operations of the Russian fleet must needs be confined to within safe steaming distance of her northern ports, so long as the neutrality of France can be depended upon to prevent Russian ships coaling at French ports. This will hold good so long as we can prevent Russia from seizing any coaling station in the south, which would enable her to extend her field of operations.

Coaling stations do exist to the southward and are, we are sorry to say, totally unprotected, and open to the attack of the first hostile warship that pleases to take them. We refer to Labuan, where the mines of the Central Borneo Company are situated, and also to Muara, a small island, a few miles from Labuan, where Rajah Brooke owns a coal mine. At these two points there is always a considerable stock of coal stored, and it is of excellent quality and is preferred, we believe, to Japanese coal, as being better and more economical for steaming purposes. It cannot for a moment be doubted that Russia, Germany and France are well aware of the existence of these stocks of coal at Muara and Labuan, and that they are also well acquainted with the unprotected state of both places.

A report came from Labuan a short while back to the effect that a white-painted warship had been observed off the harbour, and she had apparently been surveying the approaches as her steam cutters were out taking soundings. She did not go into Labuan, however, and we are therefore unable to say to what nation she belonged, although the Labuan folks are

confident that she was not British. This rumour, if there be any truth in it, shows that attention is being paid to Labuan by some foreign Power, and makes it appear all the more probable that Labuan would be one of the first points attacked in the event of war.

This being the case, it behoves us to impress upon the British Government, and more particularly upon the local Naval Authorities, the immediate necessity for taking steps by means of which the large stocks of coal at Labuan and Muara may be adequately protected, or at least kept out of the hands of foreign Powers, in the event of war. The Admiralty has abandoned the naval manœuvre this year owing to the threatening outlook, in order that the stocks of coal may not be depleted, and we therefore say that it will be necessary to take steps not only to keep up our own stock of coal, but to prevent as far as possible other Powers from obtaining supplies after the outbreak of hostilities.

It would take some time, possibly two or three years, to fortify Labuan and Muara, and we therefore presume, if the Naval Authorities feel that they would be unable to spare ships for the defence of these two points, that arrangements have been made, both with Rajah Brooke and with the owners of the Labuan mines, whereby the coal will be kept out of the hands of any hostile force. This could easily be done, we believe, as orders could be issued for the firing of the coal at both Muara and Labuan, either directly hostilities commenced, or on the interruption of telegraphic communication, or when a hostile force was seen to be approaching. At the same time the mines could be flooded, if possible, and the machinery disabled, in order to prevent more coal being obtained for a considerable period after Labuan and Muara had fallen into the hands of the enemy. This will doubtless be looked upon as a "Dog in the Manger" policy, but nevertheless it is a good one, and we presume that the Naval Authorities have already arranged some similar plan whereby this coal can be protected or destroyed as occasion demands. At the same time we would impress upon the local branch of the Navy League the necessity for urging the Government to fortify these two points. Our coaling stations must be kept out of the reach of Russia at all costs, for upon their safety depends the very existence of the Empire.

THE TRANSVAAL GOVERNMENT.

On May 23rd Sir J. Fergusson asked the Under-Secretary for Foreign Affairs whether it was true that the British Government acquiesced in the notification to the Consuls at Chifu and Tientsin that no Englishman or other foreigner would be permitted to land at Tientsin or in the Lea-tong; unless without having a passport issued by the Russian Consul.—Mr. Curzon: No, sir; the statement in question is entirely without foundation. On the contrary, we are informed by the Russian Government that the circular in question respecting the visit of passports by the Russian Consuls was issued without the knowledge of the Imperial Government, and that the Russian Chargé d'Affaires at Peking have been told to instruct the Consuls to withdraw it.

THE TRANSVAAL GOVERNMENT.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 27th June, at 4 P.M.
TOKIO MARU	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 1st July, at Daylight.
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 5th July, at 4 P.M.
MATSUMOTO MARU	KOBE and YOKOHAMA	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CANTON, NAGASAKI, FUKUYAMA and YOKOHAMA	FRIDAY, 8th July, at 4 P.M.
"RIOTSU" MARU	SEATTLE, WASH., U.S.A., VIA KOBE and YOKOHAMA	THURSDAY, 14th July, at 4 P.M.

* Through-Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 17th June, 1898

A. S. MIHARA, Manager.

J. J. CARNAUD, 3, rue d'Argout, PARIS.

TIN BOXES STAMPED ARTICLES FOR

MILITARY EQUIPMENT

Apply to Messrs DODWELL CARILL & Co., Agents for M. OPPENHEIMER & Co., Paris

MITSUBI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN

Agents—

Mitsui Bussan Kaisha, Ltd.,

Osaka, Kobe, Yokohama, Japan.

Cotton Cleaning and Wigs, Co., Shanghai.

Onoda Cement Company, Japan.

Kangasuchi Cotton Spinning Mill, Japan.

The Nippon Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1897

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Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Robson, will be despatched for the

above Ports, TO-MORROW, the 26th instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAFFRAK & Co.,

General Managers.

Hongkong, 15th June, 1898. [785]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Pelford, will be despatched as above

on TUESDAY, the 28th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th June, 1898. [781]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAVERN,"

Captain E. Pich, due here with the outward

German Mail about the 28th instant, will leave

for the above place about 24 hours after arrival.

For further Particulars apply to

MELCHERS & Co.,

Agents.

Hongkong, 24th June, 1898. [783]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY, AUCKLAND AND

MELBOURNE.

THE Company's Steamship

"TISAN,"

Captain Ramsay, will be despatched on

THURSDAY, the 30th instant, at 4 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Company.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the EASTERN AND AUSTRALIAN

S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st June, 1898. [778]

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND

ANTWERP.

(Taking Cargo at through rates to AMSTERDAM,

ROTTERDAM, LONDON, COVENTRY, LIVERPOOL,

GLASGOW, NORTH and SOUTH AMERICAN

PORTS.)

THE Company's Steamship

"ARMENIA,"

Captain Magin, will be despatched for the

above Ports, on MONDAY, the 4th July.

For Freight, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 23rd June, 1898. [772]

FOR COLOMBO, SINGAPORE, HAVRE

AND HAMBURG.

(Calling at NAPLES if sufficient inducement

offers.)

(Taking Cargo at through rates to ANTWERP,

AMSTERDAM, ROTTERDAM, LONDON, COVENTRY,

LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN

PORTS.)

THE Steamship

"DELLA,"

Captain J. Christensen, will be despatched for the

above Ports on or about the 6th July.

This Steamer has Superior Accommodation for

First and Second Class Passengers and carries

a Doctor and a Stewardess.

For Freight or Passage, apply to

SIMPSON & Co.,

Agents.

Hongkong, 24th June, 1898. [788]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL,

GLASGOW, COVENTRY, PORTS, RIVER

PLATE, &c.)

THE Company's Steamship

"MOYUNE,"

Captain R. Corradi, will be despatched as above

on or about the 13th July.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,

Agents.

Hongkong, 22nd June, 1898. [784]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"HAWTHORNBANK,"

Graig, Master, will leave for the above port

on MONDAY, the 11th July.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 19th June, 1898. [744]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon... July 2.

Victoria... 3,167 | J. Truebridge... July 10.

Olympia... 2,608 | T. H. Dobson... Aug. 6.

Arisawa... 5,395 | J. Pantou, R.N.R. | Aug. 23.

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

*Mogul... 3,654 | C. H. Butler... June 27.

*Bramar... 3,601 | E. Porter... Aug. 13.

*Mogul... 3,654 | W. H. Wright... Sept. 10.

*Columbia... 2,605 | A. Gow... Oct. 1.

*VIA VICTORIA, B.C.

THE attention of Passengers is directed to the

very cheap rates offered by this Line.

HONGKONG TO LONDON £47.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent scenery

of the ROCKY and CASCADE MOUNTAINS. The

YELLOWSTONE NATIONAL PARK, a preserve

of EUROPE, may be reached by one of the first

class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Ports, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Ports should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Portland,

Or. (whichever may be the destination of the

steamer).

Parcels must be sent to our Office (with address

marked in full) by 5 P.M., on the day previous to

sailing.

For further information apply to

DODWELL CARILL & Co.,

General Agents.

Hongkong, 17th June, 1898. [6]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN and HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA and BALTIC PORTS.

Also

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, and SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern... Wednesday | 20th July.

Prins Heinrich... Wednesday | 17th Aug.

Darmstadt... Wednesday | 14th Sept.

Frisland... Wednesday | 12th Oct.

Sachsen... Wednesday | 9th Nov.

Bayern... Wednesday | 7th Dec.

Prins Heinrich... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 30th day of July,

1898, at 4 P.M., the Company's Steamship

"HAYWARD," Captain J. C. Pich, will leave

for SHANGHAI, INLAND SEA, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates, and particu-

lars of the various Routes may be obtained upon

application.

Special rates (First-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or vice

versa) within one year, will be allowed a dis-

count of 10 per cent. This allowance does not

apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full, and same will be received at

the Company's Office until Five P.M. the day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to Ports beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs,

San Francisco.

For further information as to Freight or

Passage, apply to the Agency of the Company,

No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 17th June 1898 [8]

A CURE FOR ASTHMA!!!